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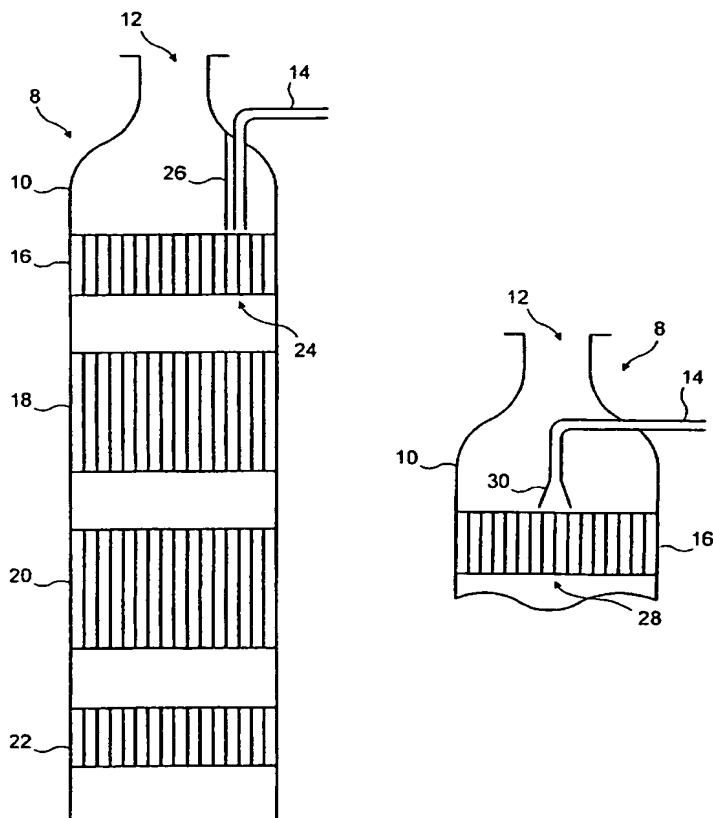
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ance Notes on Codes and Abbreviations" appearing at the begin-
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(54) Title: REACTOR FOR TREATING EXHAUST GAS



(57) Abstract: A reactor (8) for treating an ex-
haust gas comprises at least one first zone (16,
18) and a second zone (20) downstream of the or
each first zone, the or each first zone and option-
ally the second zone including a chemically active
coating or a catalytically active coating. The or
each first zone includes a region (24): (a) that is
substantially free of active coating whereby, when
the reactor is included in an exhaust system in-
cluding a means (14) for supplying a reactant up-
stream of the or each first zone, a reactant flowing
over the region can pass thereover substantially
without reacting so that the reactant can reach the
second zone; or (b) the reactor (8) is included in
an exhaust system comprising a means (14) for
supplying a reactant upstream of the or each first
zone (16, 18), the arrangement being such that the
supply means (30) substantially prevents access
of the exhaust gas to a region (28) of the or each
first zone whereby a reactant introduced into the
region via the supply means can pass through the
or each first zone to reach the second zone with-
out reacting with components in the exhaust gas.

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REACTOR FOR TREATING EXHAUST GAS

The present invention relates to a reactor for treating an exhaust gas, which
5 reactor comprising at least one first zone and a second zone downstream of the or each
first zone, the or each first zone and optionally the second zone including a chemically
active coating or a catalytically active coating, and to an exhaust system including the
reactor.

10 An exhaust system for treating an exhaust gas, e.g. from a diesel engine, can
include a number of distinct catalysts, each for catalysing a particular reaction. Certain
reactions require a reactant, e.g. a reductant such as a hydrocarbon, to be introduced into
the exhaust gas upstream of a catalyst to improve the efficiency of the catalysed reaction.
A number of methods of introducing reactants into an exhaust system are known. For
15 example, providing an injector part way along the exhaust treatment system, disposing a
catalyst on a separate substrate, or providing the injector part way along a substrate
housing or "can" between catalysts "zones". These known solutions can be complex and
expensive and there may be limited space available in the underfloor position of a vehicle
to accommodate more than one substrate housing or "can". However, if the reactant has
20 to pass over one or more catalysts upstream of the target catalyst, it may undergo
unwanted reaction before it reaches the target catalyst. This can be wasteful of reactant
and it can prevent the efficient catalysis of the desired reaction over the target catalyst.

An example of the above problem that can arise in practice is in a process
25 including that described in EP-A-0341382 or US-A-4,902,487 (incorporated herein by
reference). The process comprises passing diesel exhaust gas including soot and NO
unfiltered over an oxidation catalyst to convert NO to NO₂, collecting the soot on a filter
and combusting the collected soot by reaction with the NO₂. This technology is
commercially available as Johnson Matthey's Continuously Regenerating Trap or
30 CRT™. Further steps may be added, for example downstream NO_x removal by injection
of reductant or NO_x-specific reactant (see for example our WO-A-00/21647).

Another example arises in the process described in WO-A-99/39809, which
comprises passing exhaust gas over an oxidation catalyst to convert at least part of the

NO present to NO_2 , then reacting the NO and the NO_2 with ammonia to produce N_2 . A soot filter can be provided between the oxidation catalyst and the catalyst for catalysing the reduction of the NO_x to N_2 .

5 We have now discovered a way of substantially preventing reaction of a reactant over one or more catalyst(s) so that the reactant can reach a target catalyst downstream such that standard substrates can be used, i.e. complex or expensive substrate construction is avoided.

10 According to one aspect, the invention provides a reactor for treating an exhaust gas, which reactor comprising at least one first zone and a second zone downstream of the or each first zone, the or each first zone and optionally the second zone including a chemically active coating or a catalytically active coating, characterised in that the or each first zone includes a region substantially free of active coating, whereby a reactant
15 flowing over the region can pass thereover substantially without reacting so that the reactant can reach the second zone.

The reactor can be incorporated into an exhaust system including a means for supplying a reactant to the reactor.

20

According to another aspect, the invention provides an exhaust system comprising a reactor for treating an exhaust gas, which reactor comprising at least one first zone and a second zone downstream of the or each first zone, the or each first zone and optionally the second zone including a chemically active coating or a catalytically
25 active coating and means for supplying a reactant to the exhaust system upstream of the or each first zone, the arrangement being such that the supply means substantially prevents access of the exhaust gas to a region of the or each first zone whereby a reactant introduced into the region via the supply means can pass through the zone to reach the second zone.

30

Preferably, the second zone includes a chemically or catalytically active coating.

The reactor when used for lean-burn or diesel exhaust gas treatment may provide or be part of a system comprising combinations of:

- (a) an oxidation catalyst;
- (b) a soot filter;
- 5 (c) a NO_x absorbent or SCR catalyst; and
- (d) a NO_x reduction section e.g. a 2- or 3-way catalyst.

In preferred embodiments the reactor comprises, from upstream to downstream, features a+b, b+c, b+c+d or a+b+c+d. A particularly preferred arrangement, especially
10 suitable for diesel engine exhaust gas, comprises a+b using a single honeycomb unit (brick), followed by c and/or d supported on separate honeycomb substrates, preferably disposed in a single can, with a reactant supply means upstream of (a).

The zones can each be either distinct zones within a single substrate monolith or
15 "brick", or they may comprise one or more substrates which can be arranged cassette-like in a container or "can" such that gaseous communication between substrates is maintained, e.g. by aligning passages or choosing substrates of similar cell density. Where a "can" is used, it can further include inlet and outlet ports and a conduit for injecting a reactant upstream of the first zone.

20 In each zone the substrate for the active coating is suitably rigid and is preferably a through-flow honeycomb monolith as is commonly used in exhaust gas treatment or a filter such as a wall-flow filter. Other types of structural element may be used, including in particular those termed a "static mixer", the surfaces of which may carry catalytic
25 coatings, absorbents or other reactive components.

In preferred embodiments, the second zone comprises a NO_x absorber or a catalyst for selective catalytic reduction of NO_x using a nitrogen hydride, preferably ammonia or hydrazine, as reactant.

30 Generally, the active coating can be applied to a substrate in a washcoat including a high surface area oxide such as alumina, ceria, titania, zirconia, silica, a zeolite or a

mixture or mixed oxide of any two or more thereof. Modes of coating a substrate are known to the person skilled in the art and no further details will be given herein. However, the following methods of providing a region substantially free of active coating according to the invention are provided by way of illustration. If the zone is catalytically active, the region can be provided for example by:

(a) applying catalytic material to only part of the substrate. Thus, if the substrate is a honeycomb monolith, catalyst can be applied by incompletely immersing the monolith in a catalyst solution transversely, i.e. with its through passages lying substantially horizontally relative to the surface of the solution. This provides catalyst-free honeycomb monolith for example in a region segmental in cross-section if 7/8ths of the monolith is immersed; or in an axial region of e.g. circular or oval cross-section if the monolith is immersed to less than the radius of the monolith and is rotated along an axis of the monolith passages during immersion;

(b) applying a resist such as wax or a long chain fatty acid or inserting a pair of removable stoppers to the part of the honeycomb that is to be catalyst free; then applying a catalyst e.g. as a solution, such as by complete immersion of the monolith or by spraying or relative movement of the monolith to a flowing washcoat; and

(c) applying catalyst to the whole honeycomb monolith, then removing it from, or poisoning it in, the region intended to be catalyst-free. If the honeycomb carries a washcoat as a support for active catalyst, this may be omitted in the region intended to be relatively inactive. As a result, the passages of the honeycomb in the region are more open to gas flow and/or there is less catalyst loaded onto the passages that lack washcoat and/or the significantly lower surface area of said region yields a less active catalyst.

If the or each first zone comprises an absorption/desorption zone (e.g. a NO_x-trap for NO_x or a zeolite adsorber for unburnt or partially burnt hydrocarbons), substantially the same methods described above can be used to apply active coatings and provide a region substantially free of active coating.

The or each first zone preferably comprises an oxidation catalyst and a downstream soot filter.

In a preferred embodiment, the reactor comprises a second zone including a NOx
5 absorber or a catalyst for the selective catalytic reduction of a NOx using a nitrogen
hydride, preferably ammonia or hydrazine, as reactant (hereinafter SCR catalyst) with at
least one first zone upstream thereof, which at least one first zone preferably comprises
an oxidation catalyst. Where the reactor is incorporated into an exhaust system,
the reactant to be supplied, e.g. by injection, is a reductant, such as a hydrocarbon, or a
10 NOx-specific reactant, e.g. a nitrogen hydride preferably ammonia or hydrazine, which,
having entered the reactor via the region of the or each first zone substantially free of
active coating, reaches the absorber or SCR catalyst with little if any loss and reacts over
it or regenerates it, as appropriate. Such a reactor preferably includes also a soot filter
between the oxidation catalyst and the NOx absorber or SCR catalyst. The soot filter in
15 such a reactor is preferably catalyst-free or comprises a relatively weak catalyst.

If the or each first zone comprises a multi-part oxidation catalyst, for example
with distinct hydrocarbon oxidation and NO-oxidation parts or sections and/or including
a part formulated to promote oxidation of 'wet soot', as described in zones WO 00/34632,
20 each part has a substantially catalyst-free region, and the parts are assembled into the
reactor with those regions in mutual alignment. This can be conveniently arranged by
using a single honeycomb monolith (or "brick") having distinct catalyst formulations
serially disposed along its length.

25 In a further embodiment, the or each first zone comprises a catalysed soot filter
and the second zone comprises a NOx absorber or a SCR catalyst, i.e. there is no
oxidation catalyst upstream of the filter. However, the exhaust system may further
include an oxidation catalyst not being part of the reactor according to the invention, e.g.
in the close-coupled position, i.e. immediately downstream of an engine exhaust
30 manifold. Thus the reactant supply means is immediately upstream of the filter, a region
of the filter is substantially free of active coating or the supply means is aligned, e.g.
axially, with the region such that the supply means substantially prevents access of the

exhaust gas to a region of the filter whereby the reactant introduced into the region via the supply means can pass through the filter to reach the second zone downstream without mixing with exhaust gas components. The filter region substantially free of active coating can be provided by methods analogous to those described for catalytic and absorptive zones (a), (b) and (c) above.

The honeycomb monolith to be used in the reactor may be made structurally of ceramic, for example cordierite, alumina, mullite, silicon carbide, zirconia or sodium/zirconia/phosphate, or metal, for example thermally resistant alloy such as FeCrAlloy™. The monolith has typically at least 50 cells per square inch, possibly more, e.g. up to 1000 if ceramic, or e.g. up to 1200 if metal. Generally the range 100-900 is presently preferred.

For catalysts and NOx absorbers, the walls of the honeycomb monolith are substantially gas-impermeable and preferably the washcoat comprises a high surface area support suitably comprising one or more of alumina, ceria, zirconia, silicon carbide or other, generally oxidic, material. In and/or carried on the support, in one or more layers, is the chemically active and/or catalytic material. The gas-impermeability of the honeycomb walls may be inherent or may be provided by using filter-grade honeycomb monolith and blinding its pores by application of a washcoat.

In an oxidation catalyst the active material can comprise e.g. a platinum group metal (PGM), especially platinum and/or palladium, optionally with other PGMs, e.g. rhodium, and other catalyst or reaction promoting components. The exact composition and structure of the oxidation catalyst can vary according to the requirements of the application. A low temperature light-off formulation is generally preferred.

The structural material of the filter honeycomb may be selected from the same range of materials as is available for catalyst honeycombs. When the filter honeycomb is ceramic, it may be the product of shaping (e.g. by extrusion) a composition containing sufficient fugitive material to leave on removal e.g. by calcination, a material of the required porosity. Honeycomb monolith, whether ceramic or metal, may be the product

of moulding and sintering an, optionally foamed, powder. Other filters may comprise metal mesh or wire. Filter-grade honeycomb suitably has a mean pore diameter in the range 1 to 20×10^{-3} inch (2.5 to 50 microns).

5 The filter can include an active coating such as the above-mentioned washcoat and/or a catalyst such as one or more PGM e.g. Pt/MgO, or La/Cs/V₂O₅, provided the fluid permeability of the filter, e.g. wall-flow filter, is not seriously impaired.

10 The NO_x absorber can comprise one or more of: (a) compounds of alkali metals, alkaline earth metals, rare earth metals and transition metals capable of forming nitrates and/or nitrites of adequate stability in absorbing conditions and of evolving nitrogen oxides and/or nitrogen in regenerating conditions; or (b) adsorptive materials such as zeolites, carbons and high surface-area oxides, or mixtures of any two or more thereof.

15 Such a system preferably comprises a catalysed absorbent. By 'catalysed' is meant that the absorbent is intimately associated with catalytic material effective for promoting the reaction of NO_x with another exhaust gas component such as oxygen, unburnt hydrocarbon or CO. Such material may be, for example, co-precipitated or co-impregnated or co-deposited with NO_x absorbent or present as one or more sandwiched
20 layers or serial zones or as fine (e.g. 10-500 microns) particles on or in a layer of absorbent or among particles of absorbent. Whether catalysed or not, the absorbent may be provided in one unit or a succession of separate units. It is typically on a honeycomb substrate, such as a single honeycomb or multiple honeycombs.

25 Compounds (a) may be present (before NO_x absorption) as composite oxides, e.g. of alkaline earth metal and copper such as Ba-Cu-O or MnO₂-BaCuO₂, possibly with added Ce oxide, or Y-Ba-Cu-O and Y-Sr-Co-O. (For simplicity the oxides are referred to, but *in situ* hydroxides, carbonates and nitrates are present, depending on the temperature and gas composition). Whichever compounds are used, there may be present
30 also one or more catalytic agents, such as precious metals, especially PGMs, effective to promote redox reactions between nitrogen oxides and hydrocarbons and/or CO.

The oxidation catalyst or the catalyst associated with the absorbent or following it can be any that is active and stable. Typically these catalysts comprise one or more PGMs, especially Pt, Rh, Pd and combinations thereof, on a high-surface area washcoat on a honeycomb structure. Detailed catalyst formulation is chosen according to which
5 duty in the system the catalyst is to carry out. Suitable catalysts have been described in the prior art and are available to skilled persons.

An exhaust system according to the invention preferably includes a means to supply the fluid, including a reservoir of fluid and control means to effect the supply.
10 Such control means may operate according to a pre-programmed sequence and/or respond to measurements of gas composition at critical stages in the exhaust treatment system or other operating conditions of the engine. A particular combination includes a NOx absorber or SCR catalyst and the control means is programmed to supply the fluid intermittently, especially in a 'spike' of duration 0.1 to 10 seconds, at intervals of 5 to
15 60 minutes.

According to a further aspect, the invention provides a lean-burn internal combustion engine including an exhaust system according to the present invention. Such an engine may be for example, a GDI (Gasoline Direct Injection) engine or an engine
20 powered by CNG (Compressed Natural Gas). Most preferably, the engine is powered by a fuel of sulphur content less than 50, preferably less than 10, ppm w/w as S.

According to a further aspect, the invention provides a process for supplying a reactant substantially free of upstream reaction to a second zone of a reactor for treating
25 an exhaust gas, which reactor being disposed in an exhaust system and comprising at least one first zone and the second zone downstream of the or each first zone, the or each first zone and optionally the second zone including a chemically active coating or a catalytically active coating, which reactant is introduced into the system upstream of the first zone, characterised in that: (a) the or each first zone includes a region which is
30 substantially free of active coating, and the reactant is supplied to the region; or (b) means are provided substantially to prevent the exhaust gas contacting the reactant over the first zone and the reactant substantially does not react over the active coating of the

first zone in the absence of the exhaust gas.

The reactant can be a non-specific reductant such as hydrocarbon, hydrogen or a dehydrogenable organic compound. Conveniently it is the fuel used by the engine. Where
5 a non-specific reductant is used, the process preferably includes the step of absorbing NOx in a solid absorbent comprising the second zone, such as a NOx-trap, and the reactant is supplied intermittently to regenerate the absorbent.

Alternatively, the reactant is a NOx-specific reactant, especially a nitrogen
10 hydride for example ammonia or hydrazine, and can be supplied as such or as a solution in e.g. water or as a precursor compound producing the reactant in exhaust treatment conditions, for example urea or aqueous urea solution. It appears that production of reactant from a precursor takes a finite time, thus delaying incidence of unwanted reactions.

Where a NOx-specific reactant is used, preferably the process includes a step of
15 absorbing NOx in a solid absorbent comprising the second zone, such as a NOx-trap, and the reactant is supplied intermittently to regenerate the absorbent via a region substantially free of active coating of the or each first zone. Alternatively, the second
20 zone comprises an SCR catalyst and the reactant is supplied continuously via a region substantially free of active coating of the or each first zone.

In each of the above mentioned preferred processes, the exhaust gas passes
25 through at least one upstream first zone, particularly including an oxidation catalyst optionally followed by a soot filter.

In order that the invention may be more fully understood, embodiments thereof
will now be described by way of illustration only and with reference to the accompanying
drawings, in which:

30 Figure 1 is a part cross-section of a diesel engine exhaust treatment reactor including two catalyst beds, a soot filter and a NOx absorber;

Figure 2 shows a detail of the reactor in Figure 1 having an alternative reactant supply means; and

- 5 Figure 3 is a part-cross section of an alternative embodiment of the reactor according to the invention.

In each of the accompanying Figures the reactor body 10 is formed with an inlet port 12 connectable to the exhaust outlet of a diesel engine, and with a reactant supply
10 means including a feed duct 14.

Referring to Figure 1, a reactor 8 for treating diesel exhaust gas comprises a reactor body 10 including three or optionally four reaction zones, each supported on a cordierite honeycomb. Of these, zone 16 comprises an oxidation catalyst having, except
15 in a segmental or axial region described below, an alumina washcoat supporting platinum for promoting oxidation of *inter alia* NO in an exhaust gas to NO₂. Zone 18 is a wall-flow filter for collecting soot from the diesel exhaust gas. Zone 18 can be catalysed if desired e.g. with a base metal catalyst or La/Cs/V₂O₅, but in the embodiment illustrated no catalyst is present. [Zones 16 and 18 comprise the operative unit of Johnson
20 Matthey's CRT™ system mentioned above]. Zone 20 comprises a regenerable NOx absorbent or a catalyst for SCR (selective catalytic reduction of NOx). Optional zone 22, comprises a two-way catalyst i.e. a diesel oxidation catalyst for oxidising CO and reducing HC. Downstream of zone 22 is a tail-pipe of the exhaust system (not shown).

25 Depending on the nature of zone 20, the reactor shown in Figure 1 is used in one of two ways:

- (i) when at least zones 16, 18 and 20 are present and zone 20 is a NOx absorber, absorber 20 gradually absorbs NOx from the exhaust gas leaving 18. When
30 absorption has reached a pre-determined level, regenerating reactant, e.g. hydrocarbon fuel, is injected through duct 14 for a pre-determined time, typically from a few seconds to a few minutes. This reactant passes through an

inactive region 24 of zone 16 and undergoes little if any chemical reaction. It is not critical to prevent mixing of the reactant with the exhaust gas flow, but a deflector 26 can be provided to limit such mixing. The reactant mixes with the exhaust gas flow in the space between 16 and 18, optionally with the aid of mixing vanes (not shown), and passes through the filter zone 18 with little if any reaction, since the filter is not catalysed. The reactant then reacts with the NOx absorbed on absorber 20, thus regenerating it. If absorber 20 is catalysed, the catalyst promotes at least some reduction of the NOx by the reactant to give N₂. If a more complete reaction is to be made certain, or if the exhaust gas contains HC and/or CO, the optional two-way catalyst of zone 22 is provided for promoting the reaction of these species to equilibrium; and

- (ii) when at least zones 16 and 20 are present and zone 20 contains a SCR catalyst, the oxidation catalyst of zone 16 promotes oxidation of NO in the exhaust gas to NO₂ to an extent favouring reaction of NOx with ammonia on the SCR catalyst. The reactant fed via feed 14 is ammonia or a source of ammonia and may be used intermittently or continuously. The reactant passes through inactive region 24 and undergoes little if any unwanted reaction before reaching the SCR catalyst at 20. In this embodiment, filter zone 18 and 2-way catalyst 22 are optional.

Figure 2 shows a detail of reactor 8 including an alternative reactant supply means, wherein the fluid fed at 14 is directed to an axial region 28 of the catalyst of zone 16 by way of spout 30, which is positioned substantially to limit access of the exhaust gas to that region, thus preventing unwanted mixing and reactions of the reactant with components of the exhaust gas over region 28. Region 28 may be catalysed or catalyst-free. The remainder of the reactor and its use is as explained for Figure 1 above.

Figure 3 shows a reactor 9, wherein zones 16 and 18 of the reactor 8, described above are in effect combined by supporting a catalyst on a filter. As a result, the filter is capable of catalysing the reaction of NOx in the gas with ammonia, which undesirably would remove NO₂ needed to combust soot collected on the filter, according to the process described in EP-A-0341832, as well as removing some of the ammonia needed

to regenerate the NOx absorber in zone 20. In order to prevent this, ammonia is fed to axial region 32 by way of spout 34, which is positioned to limit access of the exhaust gas to that region. Region 32 may be catalysed or catalyst-free.

CLAIMS:

1. A reactor for treating an exhaust gas, which reactor comprising at least one first zone and a second zone downstream of the or each first zone, the or each first zone and
5 optionally the second zone including a chemically active coating or a catalytically active coating, characterised in that the or each first zone includes a region substantially free of active coating, whereby a reactant flowing over the region can pass thereover substantially without reacting so that the reactant can reach the second zone.
- 10 2. A reactor according to claim 1, wherein the second zone includes a chemically active or catalytically active coating.
3. A reactor according to claim 1 or 2, wherein the or each first zone and/or the second zone comprises a filter.
- 15 4. A reactor according to claim 1 or 2, wherein the or each first zone and/or the second zone comprises a through-flow honeycomb monolith.
5. A reactor according to claim 1, 2, 3 or 4, wherein the at least one first zone
20 comprises an oxidation catalyst and a downstream soot filter.
6. A reactor according to any preceding claim, wherein the second zone comprises a NOx absorber or a catalyst for selective catalytic reduction of NOx using a nitrogen hydride, preferably ammonia or hydrazine, as reactant.
- 25 7. A reactor according to any preceding claim, wherein the region is segmental, axially circular or oval in cross-section.
8. An exhaust system comprising a reactor according to any preceding claim and
30 means for supplying a reactant to the reactor, the arrangement being such that a majority of the reactant is fed to the region.

9. An exhaust system according to claim 8, wherein the supply means is immediately upstream of the region and is axially aligned therewith.

10. An exhaust system comprising a reactor for treating an exhaust gas, which reactor
5 comprising at least one first zone and a second zone downstream of the or each first zone, the or each first zone and optionally the second zone including a chemically active coating or a catalytically active coating and means for supplying a reactant to the exhaust system upstream of the or each first zone, the arrangement being such that the supply means substantially prevents access of the exhaust gas to a region of the or each first
10 zone whereby a reactant introduced into the region via the supply means can pass through the zone to reach the second zone.

11. An exhaust system according to claim 10, wherein the second zone includes a chemically active or catalytically active coating.

12. An exhaust system according to claim 10 or 11, wherein the or each first zone and/or the second zone comprises a filter.

13. An exhaust system according to claim 10 or 11, wherein the or each first zone and/or the second zone comprises a through-flow honeycomb monolith.

14. An exhaust system according to claim 10, 11, 12 or 13, wherein the at least one first zone comprises an oxidation catalyst and a downstream soot filter.

15. An exhaust system according to any of claims 10 to 14, wherein the second zone comprises a NO_x absorber or a catalyst for selective catalytic reduction of NO_x using a nitrogen hydride, preferably ammonia or hydrazine, as reactant.

16. An exhaust system according to any of claims 10 to 15, wherein the region is segmental, axially circular or oval in cross-section.

17. An exhaust system according to any of claims 8 to 16, further comprising a

reservoir for the reactant and control means to effect supply of the reactant to the supply means.

18. An exhaust system according to any preceding claim wherein the reactant
5 comprises a hydrocarbon, hydrogen, a dehydrogenable organic compound, a nitrogen
hydride, preferably ammonia or hydrazine

19. A lean-burn internal combustion engine including an exhaust system according to
any of claims 8 to 18.

10 20. A diesel engine, preferably a heavy-duty diesel engine, according to claim 19.

21. A process for supplying a reactant substantially free of upstream reaction to a
second zone of a reactor for treating an exhaust gas, which reactor being disposed in an
15 exhaust system and comprising at least one first zone and the second zone downstream of
the or each first zone, the or each first zone and optionally the second zone including a
chemically active coating or a catalytically active coating, which reactant is introduced
into the system upstream of the first zone, characterised in that: (a) the or each first zone
includes a region which is substantially free of active coating, and the reactant is supplied
20 to the region; or (b) means are provided substantially to prevent the exhaust gas
contacting the reactant over the first zone and the reactant substantially does not react
over the active coating of the first zone in the absence of the exhaust gas.

22. A process according to claim 21, wherein the second zone includes a chemically
25 active or catalytically active coating.

23. A process according to claim 21 or 22, wherein the or each first zone and/or the
second zone comprises a filter.

30 24. A process according to claim 21 or 22, wherein the or each first zone and/or the
second zone comprises a through-flow honeycomb monolith.

25. A process according to claim 21, 22, 23 or 24, wherein the at least one first zone comprises an oxidation catalyst and a downstream soot filter.

26. A process according to any of claims 21 to 25, wherein the reactant comprises a hydrocarbon, hydrogen, a dehydrogenable organic compound or a nitrogen hydride, preferably ammonia or hydrazine.

27. A process according to any of claims 21 to 26, wherein the second zone comprises a NOx absorber or a catalyst for selective catalytic reduction of NOx using a nitrogen hydride, preferably ammonia or hydrazine, as reactant.

28. A process according to claim 27, wherein the second zone includes a NOx absorber and the reactant is fed thereto intermittently, preferably in a 'spike' of duration 0.1 to 10 seconds, at intervals of 5 to 60 minutes.

29. A process according to claim 27, wherein the second zone is a catalyst for selective catalytic reduction of NOx and the reactant is a nitrogen hydride, preferably ammonia or hydrazine, and is fed continuously.

30. A process according to any one of claims 21 to 29, wherein the exhaust gas is the product of an engine fuelled with a fuel, preferably diesel fuel, including less than 50 ppm w/w as S.

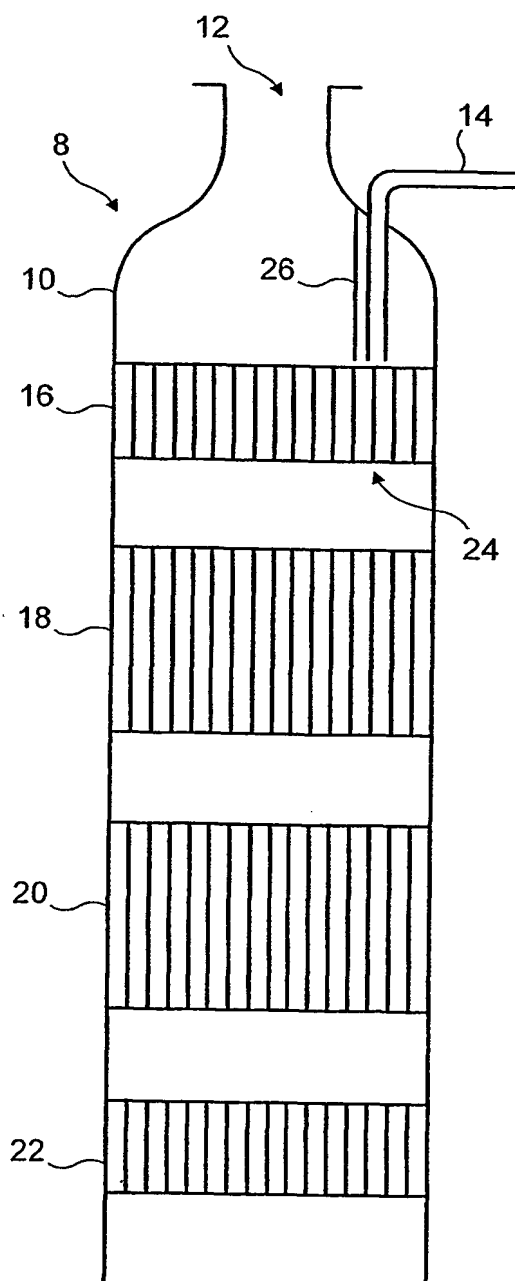


FIG. 1

2 / 2

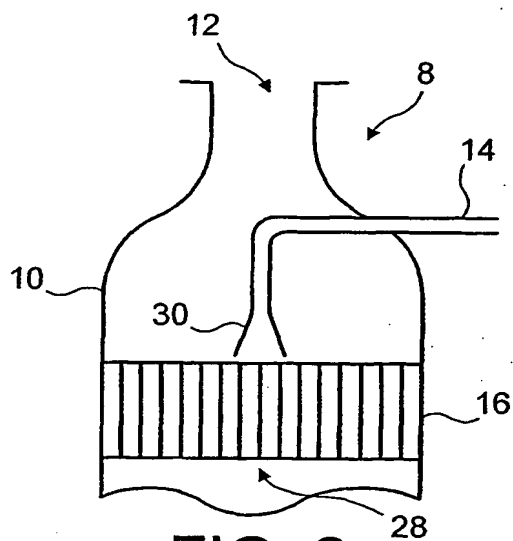


FIG. 2

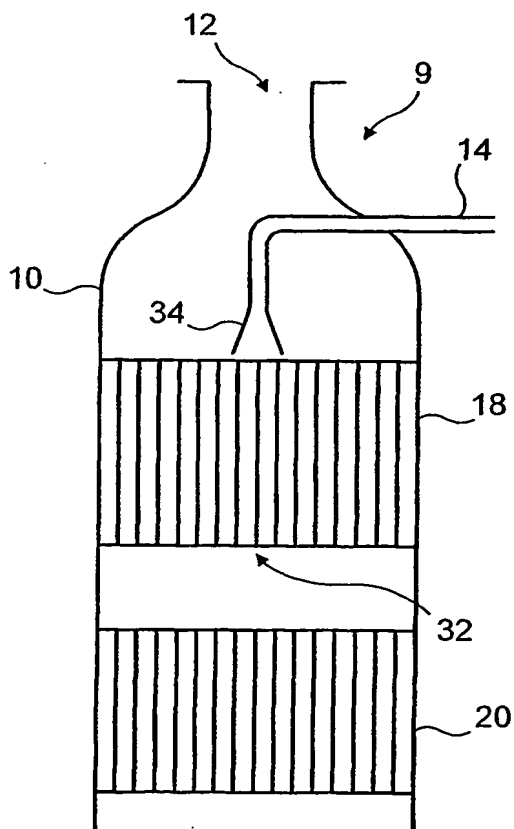


FIG. 3

INTERNATIONAL SEARCH REPORT

national Application No

T/GB 2565

A. CLASSIFICATION OF SUBJECT MATTER

IPC 7 F01N3/20

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

IPC 7 F01N

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practical, search terms used)

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C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category *	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	EP 0 924 400 A (PEUGEOT ;RENAULT (FR); CITROEN SA (FR)) 23 June 1999 (1999-06-23)	10,11, 13,15, 19,20
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A	DE 198 55 093 A (VOLKSWAGENWERK AG) · 31 May 2000 (2000-05-31) column 1, line 46 -column 2, line 45; figure 1	1-24
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☐ Further documents are listed in the continuation of box C.☒ Patent family members are listed in annex.

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Date of the actual completion of the international search

17 August 2001

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25/09/2001

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Tatus, W

INTERNATIONAL SEARCH REPORT

Information on patent family members

national Application No

B 01/02565

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